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DEPARTMENT OF DEFENSE
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LIEUTENANT GENERAL GEORGE EDWARD STRATEMEYER, USAF

George Edward Stratemeyer was born in Cincinnati, Ohio, November 24, 1890. He spent most of his youth in Peru, Indiana, graduating from high school there in 1909. He was graduated from the U.S. Military Academy, commissioned a second lieutenant of Infantry June 12, 1915, and assigned to the Seventh Infantry at Galveston, Texas.

General Stratemeyer served with the Seventh and 34th Infantry at Galveston and El Paso, Texas, and Douglas and Nogales, Arizona, until September, 1916, when he was detailed to the Aviation Section at Rockwell Ait Field, San Diego, California. Upon completion of flying training, he was assigned to the First Aero Squadron at Columbus, New Mexico.

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In 1917, General Stratemeyer was assigned to organize and command the School of Military Aeronautics at Ohio State University. This duty lasted until January, 1918, when he was assigned to Kelly Field, Texas, as chief test pilot and later as commanding officer of the Air Service Mechanical School. From Kelly Field he moved the Air Service Mechanics School at Chanute Field, Illinois, where he remained as its commanding officer during the summer of 1921. Meanwhile, on July 1, 1920, he transferred from the Infantry to the Air Corps.

General Stratemeyer was transferred to Luke Field, Hawaii, in the fall of 1921, to command the 10th Air Park. In December, 1941, he moved to Schofield Barracks, Hawaii, to organize and command the Division Air Service. From April, 1922, until August, 1924, he commanded Luke Field and also served as department air officer.

His next assignment was instructor in tactics at the U.S. Military Academy. In 1929 he entered the Air Corps Tactical School at Langley Field, Virginia, and graduated in June, 1930. He then entered the Command and General Staff School at Fort Leavenworth, Kansas. Upon graduation in 1932, he was assigned to remain at the school as an instructor, which position he held for four years.

In July, 1936, General Stratemeyer became commander of the Seventh Bombardment Group at Hamilton Field, California. He was enrolled in the Army War College in September, 1938, and upon graduation in 1939, was assigned to the office of the Chief of Air Corps, as chief of the Training and Operations Division. He became executive officer to the Chief of Air Corps in April, 1941. In January, 1942, he was assigned to command the Southeast Air Corps Training Center at Maxwell Field, Alabama, and in June of that year became Chief of the Air Staff.

On August 5, 1943, General Stratemeyer became commanding general of the India-Burma Sector and air advisor to the commanding general of the China-Burma-India theater. On December 15, 1943, he was appointed Air Commander of the Eastern Air Command. In the reorganization of that theater in November, 1944, he became commanding general of the AAF in the India-Burma theater, and in July, 1945, was appointed commander of the AAF in the China theater, with headquarters at Chungking, and later at Shanghai.

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General Stratemeyer became commander of the Air Defense Command at Mitchel Field, New York, in February, 1946. Plans for this organization were formulated during the latter part of February and early March, with General Stratemeyer assuming command on March 29, 1946.

In November, 1948, General Stratemeyer was appointed commanding general of the newly-organized Continental Air Command, with headquarters at Mitchel AFB. This command was designed to strengthen the Air National Guard and Air Reserve programs and to provide for Air Force command areas identical with those of the Army. It included the units and functions formerly assigned to Air Defense Command and Tactical Air Command, which continued as operational headquarters at Mitchel AFB and Langley AFB, Virginia, respectively.

General Stratemeyer became commanding general of the Far East Air Forces, with headquarters at Tokyo, Japan, in April, 1949.

On May 20, 1951, General Stratemeyer sustained a heart attack and was hospitalized in the Air Materiel Command hospital at Tachikawa, Japan.

General Stratemeyer was awarded the Distinguished Service Cross for acts of heroism, from July 14 to September 28, 1950, the early days of the Korean conflict. He personally made aerial reconnaissance of advanced airfields, which were under attack by enemy aircraft and ground fire, to plan effective utilization of his combat air forces in the initial defensive phase. In order to direct close support of the Eighth Army in Korea, he also pressed forward by vehicle and on foot to the outermost advanced positions.

He also has been awarded the Distinguished Service Medal with two clusters, Distinguished Flying Cross, and Air Medal. His foreign decorations include the British Order of Companion of the Bath; the Chinese Special Tashou Cloud Banner and the Ho Tu Medal of the Chinese Air Force; the Polish Order of Polonia Restituta, Commander's Cross; the Yugoslavian pilot's badge and the Chinese pilot's badge, with honorary membership in the respective Air Forces.

He is rated a command pilot, combat observer, aircraft observer, and technical observer.

PROMOTIONS

He was promoted to first lieutenant (permanent) July 1, 1916; to captain (permanent) May 15, 1917, and to major (temporary) August 20, 1920. He reverted to the rank of captain November 2, 1922, and was promoted to major (permanent) August 28, 1925; to lieutenant colonel (temporary) June 16, 1936; to lieutenant colonel (permanent) January 1, 1937; to colonel (temporary) March 1, 1940; to brigadier general (temporary) August 4, 1941; to major general (temporary) February 16, 1942; to colonel (permanent) May 31, 1944; to lieutenant general (temporary) May 28, 1945; to brigadier general (permanent) June 28, 1946; to major general (permanent) August 1, 1947.

END

Up to date as of 3 July 1951

GENERAL STRATEMEYER'S REPORT ON FEAF OPERATIONS 1 OCTOBER - 21 NOVEMBER

Despite the increased and continuing threat of enemy air power operating from behind an inviolable international border, FEAF has not only maintained the continuity of the close air support of UN ground troops but also has stepped up its rate and effectiveness.

More than 5200 times during the 52 day period between 1 Oct and 21 Nov an F-80 F-51, or B-26, on a front line close support mission, roared in immediately ahead of UN troops to bomb, strafe and rocket the enemy, often no more than yards away.

Total sorties flown by FEAF's bombers, fighters, reconnaissance and cargo planes went over the 70,000 mark on Tuesday, Nov 21, our 149th consecutive day of combat operations.

In his second interim report made on October 3, the FEAF commander summed up on the air operations for the period June 26 through Sept 30, during which more than 40,000 sorties were flown, an average of 417 daily.

During the current period, Oct 1 through Nov 21, we flew about 30,000 individual sorties--an average of 572 daily--with Major General Earle E. Partridge's Fifth Air Force flying more than 15,000 of them.

These heavily armed fighters and light bombers, in continuous radio contact with ground troops and with the 1,645 airborne controller T-6 sorties, struck at the enemy during these 52 consecutive days of combat operation with more than 9,500,000 rounds of .50 caliber ammunition. They fired more than 32,000 rockets against advanced enemy positions threatening UN troops, and blistered enemy troops, tanks and equipment with more than 500,000 gallons of napalm, virtually scorching out a path for advancing UN ground forces.

Since Oct 1, the fighters and light bombers, operating ahead of friendly patrols, destroyed or damaged more than 250 tanks and 5,000 vehicles, and silenced more than 500 gun or mortar positions. Strafing attacks reduced the enemy combat strength by more than 1,900 troops, almost double the number of the enemy removed from action due to Tactical air in the 97 days covered by General Stratemeyer's second interim report.

We also entered an abnormal phase in the air battle not yet ended. The war in Korea has had many unusual aspects but none more extraordinary than the situation in which we now find ourselves. Communists jet fighter planes operating from behind the international curtain that shrouds the north bank of the Yalu River, strike sporadically at our aircraft, and then flee to safety in a matter of seconds.

Since June 26 FEAF planes have accounted for 200 enemy airplanes either destroyed or damaged in the air or on the ground in an estimated 593 sorties flown by the enemy. Forty eight enemy airplanes were damaged or destroyed in the 52 days covered by the third report, all during the month of November.

The centralized control through Fifth Air Force joint operations center enabled full exploitation of the inherent flexibility of air power to maintain the offensive air cap over Sinuiju and at the same time provide an even greater amount of close support sorties.

Major General Emmett O'Donnell's FEAF bomber command, with strategic targets long since neutralized, on Nov. 5, began a systematic campaign to burn out every supply center, communication hub, high command post, or troop area. Through November 21, 18 such targets had been attacked and eliminated by the firebomb missions. More than 350,000 individual 10-pound incendiary bombs were dropped.

MORE

The B-29s flew more than 1,200 sorties and dropped more than 8,655 tons of bombs during the 52 day period.

Establishing airlift terminals at advance airstrips sometimes less than 24 hours after the field was secure, combat cargo command airlifted more than 38,000 tons of vital reactions, supplies, clothing, gasoline and ammunition during the 25 day period, in more than 11,000 sorties. Cargo planes transported more than 50,000 passengers and brought out of the battle area almost 6,000 sick and wounded to hospitals in southern Japan.

Forty FEAF airmen gave their lives during the 52 day period and another 50 were wounded. One was listed as a prisoner of war and 51 missing in action.

FEAF lost 24 aircraft to enemy action during the period Oct 1 through Nov 21.

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GENERAL STRATEMEYER'S REPORT ON FEAF OPERATIONS 1 OCTOBER - 21 NOVEMBER

Statistics - Part II

	<u>Oct 1 - Nov 21</u>	<u>June 26 - Nov 21</u>
<u>SORTIES BY FEAF</u>		
Fighters	12,336	35,379
Light Bombers	1,125	3,759
Medium Bombers	1,232	4,391
Reconnaissance	4,073	8,700
Cargo	<u>11,002</u>	<u>17,995</u>
	29,768	70,224

<u>WHAT THEY DELIVERED</u>		
Tons of bombs	11,416	41,127
Rounds of ammunition	9,557,300	32,684,000
Number of rockets	32,649	95,759
Gallons of napalm	506,857	1,209,000
Tons of freight	* 38,505	* 54,430
Number of passengers	52,442	77,495
Number of air evacuees	** 5,914	** 14,355
Number of Leaflets	44,409,000	95,970,000

* Cargo only; total airlift tonnage including passengers and air evacuees for the period June 26 - Nov 21 is more than 70,000.

** Includes only air evacuees from Korea to Japan. Total air evacuees, including intra-Korea and intra-Japan for the period June 26 - Nov 21 is more than 30,000.

<u>WHAT THEY ACCOMPLISHED</u>		
Major strategic targets neutralized	--	18
Marshalling yards destroyed	--	33
Bridges downed or damaged	16	392
Aircraft destroyed or damaged	48	200
Tanks Destroyed or damaged	265	1,324
Trucks and vehicles destroyed or damaged	5,203	10,436
Field guns silenced	532	1,221
*Locomotives destroyed or damaged	167	497
*Railroad cars destroyed or damaged	6,487	7,361
Warehouses destroyed or damaged	118	161
Oil storage tanks destroyed or damaged	42	64
Tunnels sealed	46	79
Barges & boats destroyed or damaged	158	265
Troops	19,735	30,735

* Oct 1 - Nov 21 includes those locomotives and railroad cars counted by on-the-spot inspection of Marshalling Yards which were attacked by medium bombers

Oct 1 - Nov 21

June 26 - Nov 21

WHAT IT COST

Personnel

Killed	40	92
Wounded	50	106
Missing	51	116
POW	<u>1</u>	<u>3</u>
Total	142	317

Aircraft (Due to enemy action)

Fighters	18	99
Bombers	2	11
Transport	2	4
Miscellaneous	<u>2</u>	<u>6</u>
Total	24	120



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